standard routes upto a certain height for expeditious departures; deployment of additional manpower; creating separate helipads and corridors for helicopters; construction of new high speed exit and parallel taxiways to reduce the runway occupancy time and enable operations from both the runways; restructuring of airspace; filling up of vacant posts in ATC; upgradation of Air Traffic Control Automation System and installation of Advanced Surface Movement Guidance & Control System; introduction of Air Traffic Flow Management System to enable the departures from airports other than Delhi and Mumbai.

State Governments' entry in Civil Aviation sector

2890. SHRI V. HANUMANTHA RAO:
DR. T. SUBBARAMI REDDY:
SHRIMATI S.G. INDIRA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether State Governments are not allowed to float their own airlines for operations on international routes;

(b) whether Centre has not allowed proposal of the State Government of Kerala to float an airlines to operate flights to Gulf region;

(c) if so, what are the reasons for same;

(d) how many States have urged Centre to allow them to float airlines in international routes; and

(e) whether Government have rejected all proposals submitted by State Governments?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (e) Under the existing guidelines, any Indian Scheduled carrier having experience of continuous opeations of 5 years in domestic sector and having a minimum fleet size of 20 aircraft is permitted to operate on international routes. Government has also reserved the Gulf route for Air India and Indian Airlines for three years. Only the State Government of Kerala has proposed to establish their own airlines for operation on international routes, although no formal application has been received in the stipulated format for the purpose.